

The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY,
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & Co., Limited,
General Managers.

NEW SERIES No. 3045. 日十二月四年八十二緒光

TUESDAY, MAY 27, 1902.

二拜禮 號七廿月五英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Annuity on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND " 10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$14,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
C. W. DICKSON, Esq.
E. GENT, Esq.
G. H. MEDHURST, Esq.
J. M. MOSES, Esq.
A. J. RAYMOND, Esq.
H. SCHUBART, Esq.
N. A. STEBS, Esq.
H. W. SLADE, Esq.
H. E. TOMKINS, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH, Esq.

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On Annuity on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd May, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid-up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shao, Esq.
Chow Tung Shing, Esq.
C. E. E. WEN, Esq.
J. JULIUS FOCKE, Esq.
GEO. W. F. PLAYFAIR,
Chief Manager.

Interest for 12 months Fixed 5%
Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael. 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTT LAENDER,
Manager.

Hongkong, 15th April, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold. \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$475,600
TOTAL \$6,755,600

Head Office: NEW YORK.

Directors:

Samuel D. Babcock. Adrian Iselin Jr.
George F. Baker. James N. Jarvis.
August Belmont. Augustus D. Juilliard.
George S. Bowdoin. Richard A. McCurdy.
Frederic Cromwell. Levi P. Morton.
Walter R. Gillette. Walter G. Oakman.
E. H. Harriman. Alexander E. Orr.
C. G. Haven. Henry H. Rogers.
R. Somers Hayes. H. McK. Twombly.
Charles R. Henderson. F. W. Vanderbilt.
Harry Payne Whitney.

Walter G. Oakman, President.
Adrian Iselin Jr., Vice President.
Henry A. Murray, 3rd Vice President.
Wm. C. Edwards, Treasurer.
F. C. Harriman, Assistant Treasurer.
Trust Officer.

LONDON COMMITTEE:
Arthur John Fraser, (Chairman).
Donald C. Haldeman.
Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARKS BANK, LIMITED.

Hongkong Office:
4, DES VOGES ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED.

On Current Accounts at 2½ per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ " "

" 12 " 4 " "

N. G. EVANS,
Acting Manager.

Hongkong, 10th April, 1902. [128d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael. 5,000,000

SUBSCRIBED CAPITAL 2,500,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIN.

HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per annum Fixed Deposits for 3 months.

4 " " " 6 " "

5 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " " 3½ " "

" 3 " " 3 " "

T. H. WHITEHEAD,
Manager.

Hongkong, 17th May, 1902. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(P.O.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI and KOBE Nankin C. J. Benton, R.N.R. 10 A.M., 28th May. Freight only.

SINGAPORE & BOMBAY Tientsin W. W. Cooke, R.N.R. About 29th May. Freight only.

M'SELLES and LONDON Socotra G. W. Babot, R.N.R. Noon, 30th May. Freight only.

YOKOHAMA Shanghai E. Spicer About 31st May. Freight or Passage.

SHANGHAI Parramatta R. T. L. Cook, R.N.R. About 6th June. Freight or Passage.

LONDON, &c. Sumatra G. H. C. Weston, R.N.R. Noon, 7th June. Freight or Passage.

* (See Special Advertisement).

† Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

‡ (Calling at PENANG and COLOMBO if sufficient inducement offers).

For Further Particulars, apply to

Hongkong, 27th May, 1902. E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(P.O.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZ-REGENT LUITPOLD WEDNESDAY, 28th May.

PREUSSEN THURSDAY, 12th June.

*HAMBURG THURSDAY, 26th June.

PRINZ HEINRICH THURSDAY, 10th July.

SACHSEN THURSDAY, 24th July.

*KIAUTSCHOU THURSDAY, 7th August.

BAVERN THURSDAY, 21st August.

KONIG ALBERT THURSDAY, 4th September.

PRINZESS IRENE THURSDAY, 18th September.

DARMSTADT WEDNESDAY, 1st October.

PREUSSEN WEDNESDAY, 15th October.

*HAMBURG WEDNESDAY, 29th October.

KARLSRUHE WEDNESDAY, 12th November.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 28th day of May, 1902, at 6 P.M., the Steamship "PRINZ-REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, Captain E. Oesselmann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 27th May, 1902. MELCHERS & CO., AGENTS. [6]

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality, and at most reasonable rates.

Habbnok's Paints and Oils, Habbnok's Turpentine.

Sir Chas. Price's Compound Engine Oil.

Grane's Cylinder Oil.

"Glenfield" Boiler Fluid. "Zynkars" Boiler Fluid.

American "Valvoline."

Soapstone for Topsides, &c., &c., Boot-topping, two shades.

Baxters All long flax Canvas (the best in the market).

Gourock All long flax Canvas and Grass Bleached Canvas.

Woodberry Canvas and Duck.

Ships Upholstery a speciality, attended to by experienced European Assistants. Any kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [733c]

COIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to

DODWELL & Co., LIMITED.

Hongkong, 5th March, 1902. [271c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and

Acidity of the Stomach.

VICTORIA DISPENSARY.

at Dakin, Orulokbank & Co., Ltd.

Hongkong, 15th November, 1900. [16]

Intimations.

BOVRIL ISN'T DEAR,

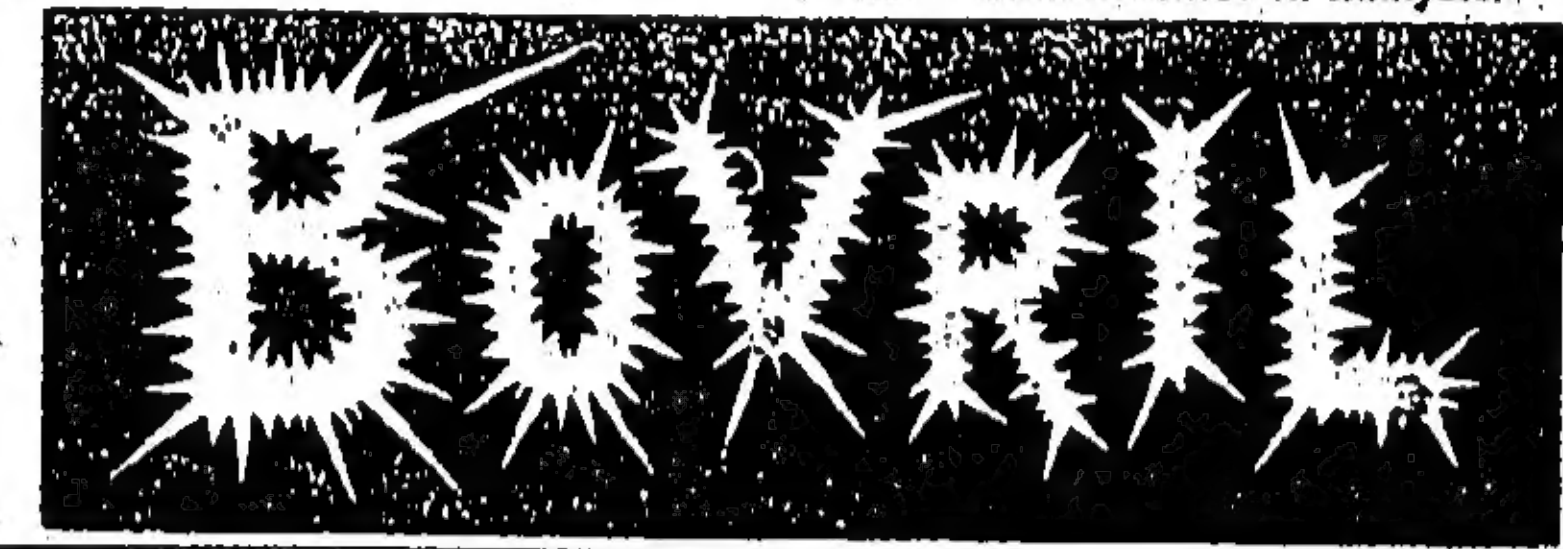
In fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.

Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Boden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beef. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.

SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LINE STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mijke, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

563c] N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.,

12, Queen's Road,

TELEPHONE No. 135.

are SOLELY

Wine, Spirit and Bottled

Beer Merchants.

They only supply genuine liquors of unquestionable

purity at popular prices.

Hongkong, 27th March, 1902. [952c]

Ginger Beer,

IN STONE BOTTLES.

The best on the market.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 26th May, 1902.

Telephone No. 75.

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Telephone No. 75.

CORONATION CELEBRATION FUND.

The Hon. Treasurer begs to acknowledge with thanks receipt of the following subscriptions:	
H. E. Sir Wm. Gascoigne, K.C.M.G.	\$1,000
Jardine, Matheson & Co.	1,000
Dunfield & Swire	1,000
Chai & Mody	1,000
Hongkong & Shanghai Bank	1,000
Arnhold Karberg & Co.	500
Carlitz & Co.	500
Melchers & Co.	500
Reiss & Co.	500
David Sassoon & Co., Ltd.	500
E. D. Sassoon & Co.	500
Siemens & Co.	500
Banque de l'Indo-Chine	500
Deutsche-Asiatische Bank	500
Sir Thomas Jackson	500
Robert Shewan	500
J. R. M. Smith	500
P. & O. Company	500
Hamburg-Amerika Linie	250
Benjamin, Kelly & Potts	250
Bradley & Co.	250
Caldbeck Macgregor & Co.	250
S. J. David & Co.	250
J. D. Humphreys & Son	250
A. S. Watson & Co., Ltd.	250
His Hon. Chief Justice W. M. Goodman	250
E. A. Hewitt	250
Messageries Maritimes Co.	200
Victor H. Deacon	200
Gibb Livingston & Co.	200
Gilman & Co.	200
A. S. Hancock	200
Johnson, Stokes & Master	200
E. Pabney	200
G. H. Medhurst	150
W. Danby	100
David E. Brown	100
Gershom Stewart	100
H. I. H. Nemaize	100
Franchise Hormussee & Co.	100
N. Mody & Co.	100
P. E. Talati	100
Abdoolah Ebrahim & Co.	100
A. M. Essabhy	100
Tata & Co.	100
Talati and Company	100
5th Infantry Hyderabad Contingent	100
Hartigan, Stedman and Rennie	75
John Hastings	50
B. Layton	50
J. H. Lewis	50
Harry Wicking and Company	50
A. Esmali	50
Hajee Adam Esmali and Company	50
C. Abdoola and Company	50
M. H. E. Elias Esack	50
R. S. Woonulla and Company	50
N. N.	25
P. C. Potts	25
Dr. G. M. Harston	10
A. G. Stokes	10
V. P. Musso de Peralta	5
Canadian	5
H.K. Singapore Battalion, R.A.	6
Royal Army Medical Corps	—
Colonel G. A. Hughes	3
Major A. W. Bewley	2
Whitty	2
Brown	2
Public Works Department	—
Ion W. Chatham	20
H. F. Tooker	10
A. H. Hollingsworth	10
S. G. Fisher	10
C. C. Rees	10
G. J. W. King	10
T. G. Hughes	10
Isidore Xavier	10
N. S. P. Tammingham	10
C. H. Gale	5
E. Dougherty	5
Arthur Soux	5
A. W. J. Simmons	5
Lo Tze Lam	5
Ching Kan	5
Wong A. Fan	5
Subscriptions under \$2	2
Colonial Secretary's Office	—
Hon. F. H. May, C.M.G.	50
R. F. Johnston	25
W. J. Drayton	10
R. H. Craig	5
F. Remedios	5
Chan Pin	2
F. X. H. Rosario	2
R. Pestonji	2
R. H. Kowall	2
R. P. Lenestey	2
Treasury	—
C. McI. Meester	15
E. A. Carvalho	10
Chapman	10
C. da Cunha	5
J. Lopez	5
Pestonji	2
H. d'Aquino	2
Subscriptions under \$2	2
General Post Office	—
Corneall Lewis	5
J. Reed	5
G. Burnett	5
A. V. Remedios	5
Moosa	2
Subscriptions under \$2	2
Queen's College	—
Go. H. Bateson Wright, D.D.	10
Frederick May	10
Edwards	10
AW. Grant	10
BTanner	5
VR. Seymour	5
IL Cheong	5
M. In	5
Tung Chung	5
IL Kam Wa	5
Li Sik Kwong	5
Li Chan Fong	5
Subscriptions under \$2	2
Colonial Agriculture Department	—
Charles Ford	10
W. T. Trench	10
Kwong Lun	5
Subscriptions under \$2	2
Colonial Veterinary Department	—
F. O'Figg	10
John I. Plummer	10
AL. Oberk	10
Fan Mun Chak	10
Subscriptions under \$2	2

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, May 14th.

Tientsin is sitting in dust and ashes for its sins. It is some years since we have experienced a more utterly demonized May, and perhaps it is the penalty we have to pay for a winter which was remarkably free from dust storms on the whole. For the past two weeks every day and all day has been one long, wearying dust storm. The land and the brain are alike parched and dust clogged, and every one is crying out for at least one day's rain before the races. The meeting, if wind and dust do not combine their evil worst to spoil it, promises some records, besides the record number of entries, and I am assured there are some extra fine griffins in the field. Some of the best things are being kept dark, however, and it is to be hoped there will be fewer foregone conclusions this season.

Very confident "official" reports have been carefully sent in for publication that Yuan's troops have successfully quelled the Chihli rebellion, but great credence is called for in accepting the official statement. They maintain that the 4,000 troops which left Peking on the 10th to reinforce the troops at Nan-king, attacked Kwangtung on the 11th at midnight, and remained fighting until noon on the 12th before they could effect an entrance to the City, and even after they had entered the rebels managed to reoccupy some portion and were finally dispersed with difficulty. Now this being so, the casualty returns are a trifle startling, viz: "rebels 1000 men killed 30 prisoners; Ma's troops, 6 men wounded, 1 killed." All official reports often invite us to set reason and credibility at defiance, but the odds in this instance are absolutely unique and seem to accord ill with the difficulties admittedly encountered. What has really transpired probably amounts to the rebels having temporarily retired on the principal that he who fights and runs away lives to fight another day. If the imperial troops were accompanied by artillery, this idea is strengthened, but one cannot consider the rebellion thereby squashed, especially as the leader is not even officially killed or captured yet. The threat to hold the city and railway for at least another year has occasioned the circulation of an official report very promptly. I am awaiting Missionary news from the districts concerned as the only reliable clue to the real situation.

A man recently arrived from Kansuh reports that a good deal of mystery surrounds Tung Fu-shiang's movements. Not only is he engaged busily drilling his troops, but he has engaged a number of highly educated men, and an official who was banished to the borders of China is now employed as his secretary. One of his generals is a brigand chief named Ma, who added all his men to Tung's. As to Prince Tuan's doing this authority is not certain, but he believes from hearsay he is following much the same lines as Tung.

It is worthy of note, and should never be forgotten that our friend Jung Lu by his cleverly arranged family connections is foredestined to play an important part in Chinese foreign politics, and in days not far distant we may expect to see him de facto the power behind the Throne much in the same way as the Dowager of to-day. With his niece married to the real heir, Prince Pu, and his daughter to the reigning Emperor's brother, some excellent trump cards for future power are in Jung's hands.

The Empress Dowager is once more reported to be weary of her public life, and willing to waive precedence in favour of the Emperor, but the Eunuch Li forbids it, as she values his life. This is natural, if convenient. Yuan has reduced the high standard of qualifications for his new troops, finding it impossible to raise a sufficient number of men of the stipulated height; but in spite of this, and the guarantees under which the men are enlisted, the desertions have been very frequent, which would lead one to suppose they are not better paid than ordinary troops. The T. P. C. employ some 2,000 police and pay them regularly every month, and have had nothing to complain of in the way of desertions, and a very fine body of men they are in the main.

The servant question up here is unfortunately getting more difficult to deal with. Wages are for ever on the increase, while head boys and cooks are more deliberate and more "high toned" in their squeezes than ever. \$2 per 100 pieces from the washerman, for instance is a sample of how the domestic ideas shoot, and this tendency does not enhance the joy, or cheapness of life to any extent.

Trade in Newchwang is reported very bad this season, partly owing to Russian interference, partly to brigandage, which does not seem to have been much checked under Russian occupation. The annual exodus of coolies from here to work on the Manchurian railway is now in full swing, each season bringing its usual complement of claims for paying on the part of some disappointed workmen.

Two large fires occurred here on Saturday, that is in the Native City, one entailing the destruction of some 80 native houses.

Native banks are now allowed arms to protect themselves against robbers by the T. P. G. and express the liveliest gratitude for the concession, as robberies have been so frequent. General Creagh with Mrs. Creagh and Gen. von Rohrsheldt have been on tour of inspection up the line and along the Lohan line as far as Tchou and the Western Tombs.

Assistant Judge Boume from Shanghai has come up in connection with the "Piper v. Peking and Tientsin Times" case of alleged libel. The case was to have been heard to-day, but had to be postponed owing to the late arrival of Mr. Boume. Much interest and not a little amusement attached to the case.

OCEAN TRAMPS.

PROTECTION TO AUSTRALIAN SHIPPING.

At the meeting of the Sydney Labor Council recently a letter was read from the Federated Seamen's Union of Australasia, asking the council for its support in an endeavour to secure protection to Australian shipping from unfair competition by British and foreign subsidised mail steamers whilst trading within the jurisdiction of the Commonwealth.

The union stated that the maintenance and encouragement of an highly efficient and modernly equipped mercantile marine service, manned by seamen who believed it essential to maintain Australian labor conditions afloat, as well as on land, should receive the endorsement of every citizen in the Commonwealth.

The council was asked to invite the Federal representatives of this State to see that the Federal Navigation Bill contained a clause to the following effect, a copy of which was embodied in a letter recently sent to the Federal Prime Minister:—

"That whenever the master, owner, or agent of any ship engages seamen in the Commonwealth, or having engaged them abroad, employs them in the Commonwealth, such seamen while so employed shall be paid, and may recover, the current rate of wages for the time being ruling in the Commonwealth, and in the former case the engagement may be determined in the Commonwealth any time after the ship's arrival at

A FINAL PORT OF DISCHARGE in the Commonwealth, consequent on the completion of her round voyage by 24 hours' previous notice on either side; provided that this section shall not apply to ships arriving from abroad with passengers or cargo, but not trading in the Commonwealth further or otherwise than for the purpose of discharging original passengers or cargo in the Commonwealth, and there shipping passengers or cargo to be carried abroad."

Mr. Sam Smith, M.L.A., hoped that the council would give the support requested, and that the necessary steps would be taken to communicate with the whole of the Federal representatives of New South Wales in the Senate and House of Representatives conveying to them its approval of the terms of the latter. He said that some little time ago the Seamen's Union took action to prevent a continuation of colored labor upon the subsidised mailboats. Action had been taken by the Federal Government, and he thought that when the contracts were renewed there would be no colored labor employed. In his opinion the inter-State steamship companies were suffering severely from the opposition of the English, French, and German subsidised mailboats in the inter-State trade. He believed that an Austrian and Italian line of

SUBSIDISED MAILBOATS.

would be running shortly, and it was as well for the council to be up and doing. He did not expect that much difficulty would be experienced, as a similar clause was in force in New Zealand. If simultaneous representations were made by those interested in the matter, they would meet with a large measure of success. In 1889 between £87,000 and £90,000 went into the pockets of the P. and O. and Orient steamship companies. In 1900 the amount was £97,000, and in 1901 it reached £118,000. Under these circumstances it was his opinion that the shipping companies were now in a position to pay the extra wages which the clause would entail. The subsidised mailboats were also carrying light cargo, such as fruit. He contended that the local steamship companies should carry these cargoes just as easily as the larger boats. If the inter-State steamship companies got the concessions asked for, they would be able to build boats equal in size and comfort to the mail steamers. An American company had stated that if the Federal Government gave them better conditions when renewing their contract, larger and better boats would be put on in place of those now running. Therefore, the same thing applied to the local steamship companies.

RIVER STEAMERS, SCHOONERS, AND LORCHES.

Falshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.

Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.

Pouan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.

Fankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.

Hol-long, Chinese steamer, 409 tons, Captain —, Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.

Pak Kong, British steamer, Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao, Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton, Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.

Klungtung, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River, Nanming, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

COTTAM & CO. FOR GENTS' BATHING GEAR.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS.

COTTAM & CO. FOR SUMMER UNDERWEAR.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions from E. F. SKERTCHLY, Esq., to Sell by PUBLIC AUCTION,

FRIDAY, the 30th May, 1902, at 2.30 P.M., at "Woodbury," Garden Road, Kowloon.

A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue).

TERMS—As Customary. On view from Thurs. 19th May, 1902.

GEO. P. LAMMERT, Auctioneer, Hongkong, 26th May, 1902.

Intimations.

FOOK WO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the above named Company will be held at the Office of the Company, on TUESDAY, the 10th day of June, at 12 o'clock, NOON, when the SUBJOINED RESOLUTIONS will be proposed.

Should the RESOLUTIONS be passed by the required majority they will be submitted for confirmation as SPECIAL RESOLUTIONS to a Second Extraordinary Meeting which will be subsequently convened.

1ST RESOLUTION.

That Article 71 shall be cancelled and that the following Article shall be substituted therefor:—

71. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 13 1/2% of the net profits of the Company to be divided into 25 shares, of which 4 shares shall be given to each of the Managing Directors, 1 share to each of the other First Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the first Directors and the Secretaries named in these Articles shall also be paid 5% for founders remuneration of the net profit of the Company in each year to be divided among them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall also divide 1 1/2% of the net profits of the Company among the Officers of the Company other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall determine.

2ND RESOLUTION.

That Article 72 shall be cancelled and that the following Article shall be substituted therefor:—

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death or any other cause their successors shall only be entitled to one half of such Founders remuneration (as provided in the preceding clause) and the other half share be paid to the Director so retiring or to the legal personal representative of such Director so dying, as aforesaid.

By Order of the Board of Directors, WONG YU TUNG, Chief Secretary, Hongkong, 24th May, 1902. [580]

NOTICE.

THE OFFICES of the Undermentioned will be REMOVED to PRINCE'S BUILDINGS on the 1st June.

GODDARD & DOUGLAS, Hongkong, 26th May, 1902. [584d]

NOTICE.

It is hereby notified that Water Services for Building purposes and to Water-bots and Shipping will be re-connected to the mains on receipt of intimation to the effect that they are required.

W. CHATHAM, Water Authority, Hongkong, 24th May, 1902. [581d]

PUPILS WANTED.

FOR PIANO FORTE or SINGING by a Lady possessing the Diplomas of the Guildhall School of Music and Trinity College, London, (Honours).

Apply to "MUSIC," C/o This Office, Hongkong, 24th May, 1902. [582d]

WANTED.

AN ENGLISHMAN with thorough knowledge of BOOKKEEPING, AUDITING, &c., also SHORTHAND and TYPEWRITING, desires position as above, or in any other business capacity, either Temporary or Permanent.

Apply "NEGOCIO," C/o The Hongkong Telegraph, Hongkong, 23rd May, 1902. [574d]

WANTED BOOKKEEPER.

YOUNG, not over 30, to take charge of Commercial Books. Must have good references.

Apply to "A.G.S.," C/o This Office, Hongkong, 22nd May, 1902. [560d]

CORONATION CELEBRATION FUND.

THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, MESSRS. LAKE CRAWFORD & CO., KELLY & WALSH, LD., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH, Hon. Treasurer, Hongkong, 7th May, 1902. [520d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials, and state salary required to DIRECTOR OF PUBLIC WORKS, SANDAKAN, [575d]

ZETLAND HOUSE.

10, QUEEN'S ROAD CENTRAL.

SUPERIOR Accommodation, Meals at all hours, Breakfasts, Dinners, Teas, Suppers, and Suppers. Moderate Charges.

Mrs. WATLING, Proprietress, Hongkong, 1st May, 1902. [494d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA.

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

STANLEY GIBBONS'S STAMP CATALOGUE, 2 Vols. \$3.50

How to remember: without Memory Systems or with them, by E. H. Miles 1.00

David Copperfield, illustrated, by Dickens 1.50

Coles Fun Doctor, 1st Series, 2nd Series, each 1.50

Crab's English Synonyms 2.75

A Manual of Photography, by Bothamley 80

Gale's Gossip, by Pitcher 2.75

Health Exercises and Home Gymnastics 80

Athletics of To-day 80

The Applause Reciter 80

Chess, by Hopper 80

Signalling—How to learn the New Code 80

Hongkong, 28th May, 1902. [54d]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. Hongkong, 26th July, 1901. [735c]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 32 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel. [1374c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY. PATENT CORKING.

SIEMSEN & CO., Sole Agents, Hongkong and South China. [776c]

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

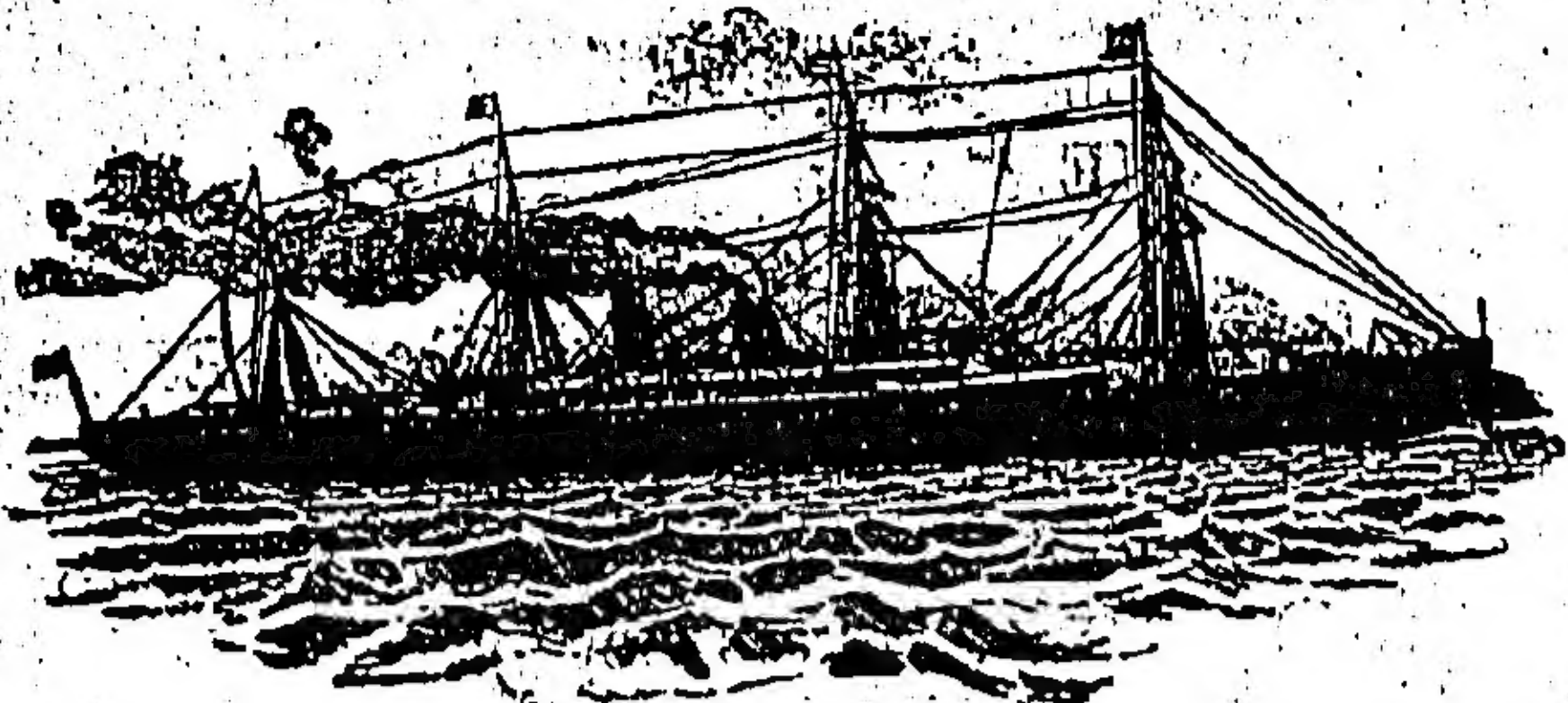
Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.

Office: 9, Queen's Road Central, Hongkong, 8th November, 1901. [1214c]

PETER SYS'S WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOIDS and ULCERATION of the BOWELS.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 31st May, at Noon.
"DORIC"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PERU"	TUESDAY, 24th June, at Noon.
"CORTIC"	THURSDAY, 3rd July, at Noon.
"AMERICA MARU"	SATURDAY, 12th July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

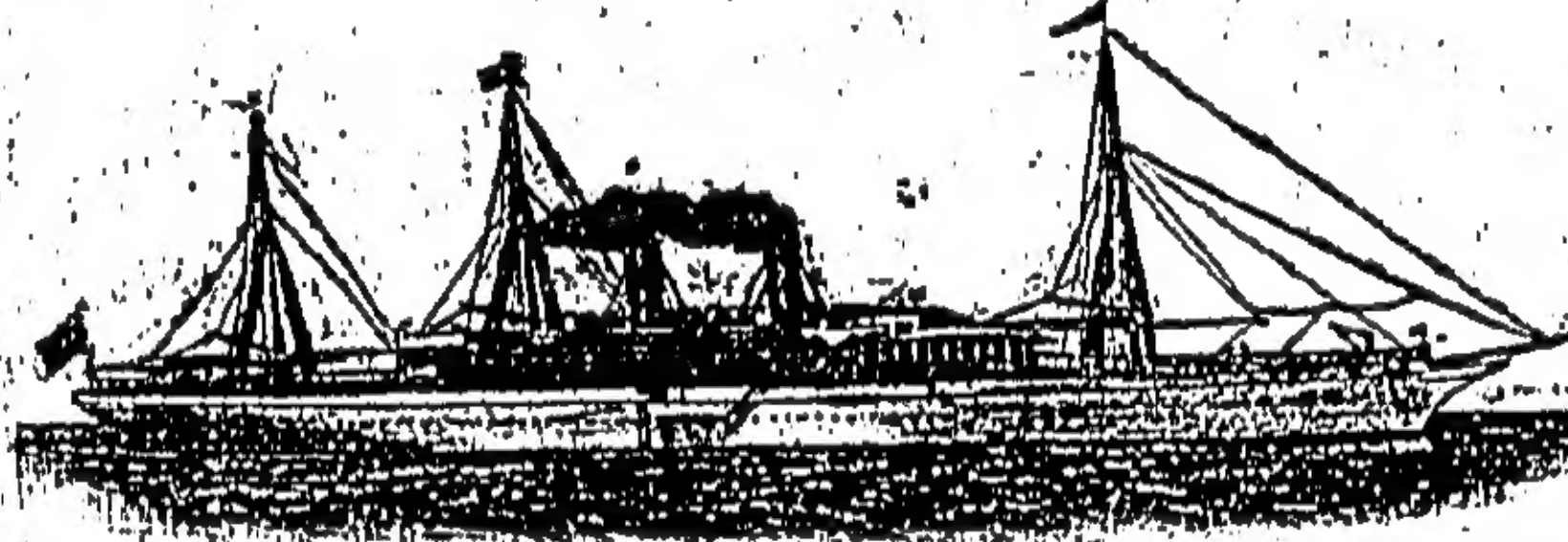
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 23rd May, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
—Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF CHINA.	Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th June.
"TARTAR"	Comdr. E. Beetham, R.N.R. SATURDAY, 21st June.
"EMPRESS OF INDIA."	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th June.
"EMPRESS OF JAPAN."	Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th July.
"ATHENIAN."	Comdr. H. Mowatt, R.N.R. SATURDAY, 26th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of the SCENIC MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to J. D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd May, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTAMPFER-DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COEENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA	HAVRE and HAMBURG.	4th June. Freight.
Brahma	(Calling at SINGAPORE and COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	18th June. Freight.
Borck	(Calling at SINGAPORE and COLOMBO).	
STRASSBURG	HAVRE and HAMBURG.	1st July. Freight.
Madsen	(Calling at SINGAPORE and COLOMBO).	
SAMBIA	HAVRE and HAMBURG.	15th July. Freight.
Schmidt	(Calling at SINGAPORE and COLOMBO).	
SILESIA	HAVRE and HAMBURG.	30th July. Freight.
Bahle	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 21st May, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co
Hongkong, 28th May, 1895.

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

(INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to S. J. GODWIN,
Acting Manager.

Hongkong, 29th January, 1902.

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER, WATCH & CHRONOGRAPHS,
TRADE MARKS:
MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rate.

NO. 10, QUEEN'S ROAD-CENTRAL.
Hongkong, 14th May, 1902.

LEE LOONG.

DEALER IN
Furniture, Blackwood, Plated Glass,
Crookery Ware, Brass and Iron
Bedsteads and Rattan Sofas
for whole and
JUST ARRIVED.
Nos. 1 & 3, D'Almeida Street.
Behind Hongkong Dispensary.
Hongkong, 1st May, 1902.

SANG "MOW,"
DEALER IN
Rattan Furniture, Bamboo
Blinds and Matting of
All C. L. Goods.
No. 45, Queen's Road, Central.
Price Lists on Application.
Orders Executed Promptly.
Hongkong, 12th May, 1902.

WO SHING.

PRINTER, BOOKBINDER
AND
RUBBER STAMP
MANUFACTURER.
Moderate Prices.

No. 23, Pottinger Street.
Hongkong, 28th January, 1902.

G. GIRALTY for TABLE DELICACIES
by every Mail.

THE OPIUM TRAFFIC WITH CHINA.

PETITION TO LORD SALISBURY.

A copy of a petition against the Indian opium traffic with China, signed by the chief officials of the Church of England, Church of Ireland, Church of Scotland, United Free Church of Scotland, the Congregational, Baptist, Presbyterian, and Methodist Churches, of the Society of Friends, and by other clergymen, peers, and laymen has been received. The petition, which was recently forwarded by the Archbishop of Canterbury to Lord Salisbury, was as follows:—

"With great respect, we invite your attention to an appeal for decisive action by Imperial authority with regard to the Indian opium traffic with China.

"We are convinced, by manifold and weighty evidence, of the correctness of the following positions:—

"1. That British action in respect of the importation of opium into China has had disastrous results:—(a) in injury to other branches of British commerce in China; (b) in generating profound feelings of hostility to British subjects and interests in the mind of the Chinese people.

"2. That the use of opium in China (to speak of China only) is a vast national curse, and that assertions to the contrary can be met decisively by the public testimony of disinterested Chinese statesmen of to-day.

"3. That accordingly it is unworthy of a great Christian power to be commercially interested, in any degree, in the supply of opium to China.

"As a fact, while the cultivation of opium in India is on a larger scale than ever, with the exception of two years in the past, the revenue accruing from its export has sunk to 2½ millions.

"This, however, is, in our opinion, only an incident of the position. Our affirmation is that it is the grave duty of the nation, as before the Supreme King and Governor, to purge itself anywhere of connection with a great and public wrong."

Lord Salisbury replied as follows:—

"I have the honour to acknowledge the receipt of your Grace's letter, and of the memorial which you have forwarded to me with reference to the export of opium from India to China, in which your Grace and other signatories appeal for decisive action on the part of the Imperial authority to put an end to this trade.

"In reply, I have to say that I will lay the memorial before my colleagues in his Majesty's Government."

TOM BROWNE THE CARICATURIST.

If only Mr. Tom Browne could sit to himself, what would be the result of his quick, versatile pencil employed on such a very personal subject? True, his features are suggested in one of his paintings of a young monk. But then—Tom Browne the artist, under a cowl! If one were in search of caricatures there would not be far to seek, or only as far as Blackheath, where his house, "Wollaton," stands. For his friends find him a fit subject. There he is, in one sketch, gazing doubtfully at a prancing horse; Mr. Browne rides when he has time. In another caricature he is evidently making a wonderful "break" at the billiard-table in his big studio. In a third "Tom B." is represented as he may be, to quote Mr. Gilbert, "in the coming bye and bye. They are all signed, by well-known names, and were nearly all limned at the Sketch Club.

To give an impressionist sketch of the popular Tom Browne one should do it with a rapid touch—with perhaps a detail here and there. He is only thirty and he doesn't look a day older, but already—to hark back to a point caught by caricaturists—his shadow shows no inclination to grow less. The mouth and lower part of the clean-shaven face are more characteristic of a comedian than of an artist, the eyes are altogether humorous; he is far too good and hard a workman to be spoilt by self-consciousness; far too real a "painter fellow" to be self-absorbed. The Nottingham dialect is heard in his pronunciation of a word now and again.

Mr. Tom Browne was born in Nottingham, and commenced his schooling and his bread-winning at about the same time. When he was eleven years he left school, and the future draughtsman of "Punch" and the "Sketch" who was to exhibit season after season at Burlington House and become a member of the Royal Institute, ran errands in the

Lace Market, and determined, having reached the mature age of fourteen, not to "waste any more of his youth," but to become an artist. He was accordingly apprenticed—to a firm of lithographic printers, from whom he received a thorough training and a salary of a shilling a week, with an annual rise of one and sixpence. After serving his apprenticeship of six years, Mr. Browne studied at the School of Art, married, and left Nottingham in '94 to try his fortune in London.

The first drawing with the clear, square, printed signature, "Tom Browne," in the corner, published in a London paper, was sent from Nottingham when he was about sixteen, and found its home in the crowded pages of "Scraps." It was just a little series of pictures showing an old gentleman's first attempt at hanging wall-paper, and it proved the truth of the words, "If you want a thing well done, don't do it yourself." Mr. Browne has worked for nearly every paper in London and on all sort of subjects. The five large books, filled with his black and white work, beginning with the hapenny paper drawings, gradually show his advance in method and wit. There is a laugh on every page. Mr. Browne is especially happy in paintings of Dutch life, witness the delicious "Jealousy," in the Royal

Institute Exhibition in Piccadilly. His Academy pictures this year will include several characteristic subjects of the Zuyder Zee.

A short while ago Mr. Tom Browne and a friend made a tour from Paris to Gibraltar on bicycles—a glorious ride for artists—resting when the fancy seized them, sketching, studying Spaniards in places where they and their bicycles were objects of popular amusement. Mr. Browne, not understanding Spanish, made his pencil speak for him. He only failed once. Wanting to make some "soup," he sketched a soup tureen, and the hostess of the hostile fete, with beaming smiles the biggest, pulled in the village!

WIRELESS TELEGRAPHY.

SOME POPULAR MISCONCEPTIONS.

An acquaintance of mine, (remarked Professor John Towbridge recently), seeing a photograph of Marconi's station, in Newfoundland, mistook the guy ropes, or wires, which sustained the vertical mast of the sending and receiving apparatus for parts of a complicated electrical plant, and wondered at the marvelous mind which could adjust these wires so that they could receive or transmit intelligence across the ocean.

These guy ropes merely served to hold a vertical mast upright, and had nothing to do with the electrical apparatus of wireless telegraphy, which is the most simple used, in any method of telegraphy.

As a matter of fact, Marconi's apparatus consists in its bare elements simply of an apparatus for producing an electrical spark.

This spark jumps to a vertical wire, and disturbs the electrical equilibrium of the latter, together with that of the surrounding ether of space, and also modifies the electrical condition of the earth.

The surges of electricity along the vertical wire can be partially pictured to one's self by the waves started in a tub of water by a sudden tipping of the tub, or a sudden movement produced in the water by the to and fro motions of the hand.

THE WONDERFUL ELECTRIC SPARK.

The electrical spark produces this to and fro disturbances in the surrounding ether of space, of which the surface of the earth is a part.

The receiving apparatus is also a vertical wire which has a little tube filled with fine metallic filings at its lower end.

The terminals of a battery are immersed in these metallic filings. Everything is quiescent when no sparks are produced at the sending station.

A bell connected with the battery does not sound, or a Morse telegraphic sounder does not tap.

Singularly enough no current can pass through the fine filings, although they are metallic.

Before they were disintegrated from the solid metal they instantly transmitted the electric current.

When, however, a spark disturbs the ether of space, or the ether contained in the earth, minute sparks are formed among the metallic filings, and the electric current finds a passage by means of these sparks.

At least, this is the most plausible theory at present. Nothing in the world of practical electricity is simpler than Marconi's electrical apparatus.

WHENCE COMES THESE MESSAGES.

One person of the writer's acquaintance actually maintains that wireless telegraphy prevents collisions at sea in a fog. This certainly is not true at present.

Such collisions could be prevented, if one could ascertain the direction from which the wireless message comes.

This is not possible at present, or at least, not more feasible than by existing imperfect acoustical methods.

The wireless message is like a trumpet blast in the sky, reassuring perhaps in its announcement of the contiguity of friends on an ocean of space, but also terrifying on due reflection of the possibility of a collision.

The approach of a steamer can be telegraphed through the air, but no definite information of her bearing can be given.

She may be coming directly on the starboard bow, or she may be passing safely astern.

It is thought by some that there is a limit to the size and strength of the electric sparks which can be utilised by Marconi.

Experts believe that he has not by any means exhausted the possibility of causing powerful surges in the ether of space nor on the surface of the earth.

The present form of electrical apparatus, which are used to produce electrical discharges can even now be supplanted by immensely more powerful ones.

While the dynamo machine has steadily increased in size and power the spark coils have not exceeded the size of those employed thirty years ago.

DISTURBING THE EARTH'S CONDITION.

We have mentioned in this brief article the possible effect of the earth in Marconi's system of wireless telegraphy. Is it impossible that the electric surges pass entirely through the air?

More than one eminent authority believes that they do not, and further, is convinced that over long distances the surges on the surface of the earth or water are the useful ones. In other words, that for long distance transmission it is necessary to disturb the electrical conditions of earth rather than those of the air.

If one should draw on scale a line of over 2,000 miles and endeavour to represent on the extremities of this line the greatest height at which one can sustain a life, a mile perhaps, it will be seen that such a height could only be represented on the scale.

It is infinitely small in comparison with the 2,000 miles.

RIFTS IN THE POLAR-ICE CAP ON MARS.

The changing polar caps of the planet Mars, generally believed to consist of ice or snow which melts in the warm season, have been known, says the *Literary Digest*, almost as long as the planet has been under telescopic observation. But it was not until 1884 that dark lines were noticed in the caps during their breaking up, and the phenomenon was not generally discussed until a dozen years later. Percival Lowell has been studying these "rifts" from his observatory at Flagstaff, Ariz., and he contributes an account of his results to *Popular Astronomy*, says Mr. Lowell.

"If the rifts were fortuitous phenomena they required no particular explanation. Lack of local habitation meant that the cap rested upon practically level ground, and its melting in one spot rather than in another might be due to local variations of climate from year to year just as we have cold winters in America while they have warm ones in Europe, or vice versa. The moment it was recognised that the spot where disintegration advanced beyond that of its neighbours were always the same, it became clear that the character of the ground lay at the bottom of the transformation. The rifts were places where the locale for some reason or other favoured an

EARLY DISAPPEARANCE OF SNOW.

The question then arose, what would favour such a state of things, and is a matter of physics and natural history. On earth a large body of water might account for it, or a lower tract of country. But bodies of water are excluded in the case of Mars; first, by the impossibility that bodies of water of sufficient shallowness to evaporate completely in summer should be solidly frozen during the long Martian winter, and secondly, by the more obvious fact that long and slender lines, such as the rifts showed themselves to be, can not, by virtue of their appearance, be oceans or seas. Thought turns, therefore, to solid ground for an explanation. Here it stands confronted by an equal difficulty. If a lower level were responsible for the phenomenon, it would mean, in the case of Mars, a very considerable depression, much greater than it would mean on the earth. For to produce a difference in temperature of one degree a much greater height is necessary there than here. So much follows at once from the less mass of that planet. Warmth at varying altitudes on the surface of the earth depends on other things being equal, on the

DENSITY OF THE AIR.

due to greater or less height above sea-level. The air simply acts the part of a blanket, and the lower parts of the earth's surface being the most provided with 'clothes' are the warmest. A cooling which a mile of ascent would bring about on earth would take nearly three miles of travel skyward to accomplish on Mars, and similarly downward for warmth. If then, the melting along the rifts was due to the initial depth of these depressions they must needs be immense. Chasms, like the great rifts of our great cities are soon to become. If so, they could hardly fail to accumulate huge glaciers during the long Arctic winter. But, instead, therefore, of being the first places to melt, they would infallibly be the last. Difference of elevation, then, viewed as an explanation, breaks down, when closely scanned. I pondered over this in the past and finally gave the problem up as insoluble.

But in the spring of 1891 it was discovered that in the place of the rifts after the snow had melted, appeared the curious double line generally known as canals. The identification Mr. Lowell tells us, has been made a number of times, although it is not a simple matter, by any means, owing to the "rift" of the planet's poles. Says the author:

"The fact, once seized, tells us something MORE ABOUT THE RIFT."

The rift has this self-evident characteristic that the snow melts off before the like happens to the surrounding land. It also turns out to be a canal in embryo. It therefore has the general characteristic of the canals. Now all the knowledge we have been able to glean of their behaviour about the constitution of the canals is that they are vegetation phenomena. They are seasonal in their habits and develop and disappear in the manner and the time of flora would. The moment we look at the rift in this light, the difficulty of interpretation vanishes at once. If there were strips of vegetation in the midst of the desert that, under the polar cap such vegetation would make its presence known by appearing as rifts in the snow-field. Such would be the case for a following reason. The life of plants has it in common with the life of animals that the vital process both generate heat. The rift was not recognised as a true of plants until long after it was well-known of animals. Indeed the discovery that plants give out heat in growing is of comparatively recent date. It is now, however, just as certainly known that all animals, even the most cold-blooded, do. Now mark what this entails. Plants do grow in the snow. Of course we are cognate to earth. Once started, growing in the snow, they help themselves to yet further advance, for the heat evolved in growing instead of being wasted on the surrounding air, melts the covering of snow about them, and gives them greater scope for action. The rift, then, the rift is gone on its geometric progression. The launching is done, by the simple arrival of the proper time of year, this compels the initial step. The subsequent warmth of spring melts the frost, covers a little more the water the vegetation needs, adds the flip of a more genial temperature, and the plant, feeding the favourable influence, grows and spreads in the rift. A rift that is not a rift.

Reverend the identity of the rifts and canals is established. The rift is a canal in embryo.

GOVERNMENT OF THE HONGKONG TELEGRAPH.

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19th February 1994	Hongkong and Auburn 1994
17/02/94	17/02/94

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO-SAIL.
NINGPO AND CHINKIANG.	"WUHU"	29th May.
SHANGHAI	"CHIHLI"	31st May.
ILOILO AND CEBU.	"KAIFONG"	31st May.
TIENSIN	"YUNNAN"	31st May.
KOBE	"CHINGTU"	6th June.
PORT DARWIN, THURSDAY IS.	"CHANGSHA"	7th June.
TOWNS, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & M'BOURNE.		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for New Zealand Ports.

‡ Taking Cargo on through B/L to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"STENTOR"	29th May, 1902.
"	"ALCINOUS"	4th June, "
"	"IDOMENEUS"	14th " "
"	"SARFEDON"	19th " "
"	"AJAX"	27th " "
"	"ULYSSES"	5th July, "

HOMEWARDS.

FOR LONDON.

"AGAMEMNON"	10th June, 1902.
"STENTOR"	24th June, "
"ALCINOUS"	8th July, "
"DEUCALION"	10th June, 1902.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"

and "INDRASAMHA,"

between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRASAMHA," Captain Alfred Horsfall, will be despatched for PORTLAND (OR.) on or about the 14th June.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING.	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 28th May.
FOR TAMSUI.	"DAIGI MARU"	T. Kitano	SUNDAY, 1st June.
FOR FOCHOW.	"ANPING MARU"	K. Suzuki	WEDNESDAY, 4th June.
FOR TAMSUI.	"DAIJIN MARU"	T. Ogata	SUNDAY, 8th June.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th May, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI."

Captain R. W. Almond, will be despatched for the above Port, on THURSDAY, the 29th instant, at Noon.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Ample. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd May, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"MACDUFF" About 31st May.

"SATSUMA" " " 14th June.

"SHIMOSA" " " 21st June.

"HEATHBURN" " " "

"RICHMOND CASTLE" " " "

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th May, 1902.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain Hutton, will be despatched as above on or about THURSDAY, the 5th June.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th May, 1902.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE."

Captain Birch, will be despatched for the above Port, on or about the 25th June.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd May, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 27th May, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

of the HAMBURG-AMERIKA LINE.

Captain E. Burneisher, due here with the outward German Mail about the 29th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 26th May, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above Port, on SATURDAY, the 31st instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th May, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSON & Co., LIMITED, Agents.

Hongkong, 26th May, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above SATURDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th May, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM."

Captain Seller, will be despatched for the above Ports, on or about SUNDAY, the 1st June.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th May, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"TIROL."

Captain Breifeld, will be despatched as above on TUESDAY, the 3rd June, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 23rd May, 1902.



Kananga Water the most delightful fully refreshing

Tonic Water. It renders the skin firm, relieves mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

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RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamelle EXTRACT

R. RIGAUD, 11, RUE VIVIERNE, 11, PARIS

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 21st May, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st May, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, BOMBAY, PENANG AND SINGAPORE.

THE Steamship

"TIROL."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex S.S. *Thetis* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Princess Buildings.

Hongkong, 21st May, 1902.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG."

Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 22nd May, 1902.

"BARBAR" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 23rd May, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings, ex S.S. *Aradilla*, From Australia, ex S.S. *Australia*, From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd May, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex S.S. *Assyria* and *Nanana*.

Goods not cleared by the 1st June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 26th May, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expense.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSON & Co., LIMITED, Agents.

Hongkong, 26th May, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"AUSTRIA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 29th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 29th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 23rd May, 1902.

To be Let.

TO LET.

OFFICES in Ground Floor of DES VEXES ROAD and ICE HOUSE STREET.

For Particulars, apply to THE MEDICAL HALL, 70, QUEEN'S ROAD CENTRAL.

Hongkong, 4th March, 1902.

TO LET.

GODOWNS at WANCHAI suitable for Storage of Yarn.

Apply to EDWARD OSBORNE, Secretary.

The Hongkong and Kowloon Wharf and Godown Co., Limited.

Hongkong, 12th May, 1902.

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 28th instant, at 7.30 A.M.
 For Swatow, Amoy and Foochow—Per *Haitan*, to-morrow, the 28th inst., at 11 A.M.
 For Amoy—Per *Glenfallach*, to-morrow, the 28th instant, at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 28th instant, at 11.15 P.M.
 For Kobe—Per *Chelydra*, to-morrow, the 28th instant, at 2 P.M.
 For Kunchuck and Samsui—Per *Tung-kong*, to-morrow, the 28th instant, at 3 P.M.
 For Europe, &c., India, via Tuticorin—Per *Prins Regent Luitpold*, to-morrow, the 28th instant, at 5 P.M.
 For Canton—Per *Powen*, to-morrow, the 28th instant, at 5 P.M.
 For Hongkong—Per *Michael Jabin*, to-morrow, the 28th instant, at 5 P.M.
 For Haiphong—Per *Proton*, on Thursday, the 29th instant, at 9 A.M.
 For Manila—Per *Aethia Maru*, on Thursday, the 29th instant, at 11 A.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Guthrie*, on Thursday, the 29th instant, at 11 A.M.
 For Manila—Per *Rubi*, on Thursday, the 29th instant, at 11 A.M.
 For Quing Chan Wan, Hoihow, Pakhoi and Haiphong—Per *Hue*, on Thursday, the 29th instant, at 11 A.M.
 For Shanghai and Shanghai—Per *Wuhu*, on Thursday, the 29th instant, at 11 A.M.
 For Hoihow and Haiphong—Per *Althilde*, on Thursday, the 29th instant, at 5 P.M.
 For Singapore—Per *Socatra*, on Saturday, the 31st instant, at 10 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, on Saturday, the 31st instant, at 10 A.M.
 For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, on Saturday, the 31st instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, on Saturday, the 31st instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Lightning*, on Saturday, the 31st instant, at 2 P.M.
 For Manila—Per *Yuensang*, on Saturday, the 31st instant, at 3 P.M.
 For Shanghai—Per *Chihli*, on Saturday, the 31st instant, at 4 P.M.
 For Tientsin—Per *Yunnan*, on Saturday, the 31st instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Laos*, on Monday, the 2nd June, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per *Empress of China*, on Wednesday, the 4th June, at 11 A.M.
 For Kobe—Per *Chingtu*, on Friday, the 6th June, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Samatra*, on Saturday, the 7th June, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Saturday, the 21st June, at 11 A.M.

VESSELS IN PORT.

Steamers.
 AFRICA, German steamer, 650, Uderup, 24th May, Haiphong and Hoihow 23rd May, General.—Jensen & Co.
 BANGKOK, German steamer, 1,257, Ehler, 24th May, Bangkok, 6th May, Rice.—Chinese
 CHANGHAI, British steamer, 1,028, H. W. F. F. 25th May, Wellington, N.Z. 23rd April, Coal.—Government.
 CHELYDRA, British steamer, 1,574, R. Cox, 23rd May, Saigon 14th May, Rice.—Jardine, Matheson & Co.
 CHINA, American steamer, 3,187, D. E. Friele, 21st May, San Francisco 23rd April, Honolulu 30th, Yokohama 13th May, Kobe 14th, Nagasaki 15th, and Shanghai 19th, Mails and General.—P. M. S. S. Co.
 CROWN OF ARAGON, British steamer, 1,474, I. G. Doward, 13th May, Saigon 8th May, General.—Gilmann & Co.
 EASTERN, British steamer, 3,000, Winthrop Ellis, 25th May, Sydney 3rd May, Brisbane 5th, Townsville and Cairns 8th, Cooktown 9th, Thursday Id. 11th, Port Darwin 14th, Delhi (Timor Id.) 15th, and Manila 23rd, General.—Gibb, Livingston & Co.
 GERMAN, German steamer, 650, Uderup, 23rd May, Hoihow 11th May, Rice and Pigs.—Jensen & Co.
 GERMANY, German steamer, 1,715, A. Rendixen, 22nd May, Saigon 18th May, Rice.—Jensen & Co.
 GLOUCESTER CITY, British steamer, 1,409, O. J. Nilsen, 19th May, Saigon 15th May, Rice and Pigs.—Dodwell & Co. Ltd.
 GUTHRIE, British steamer, 1,494, A. E. Dabell, 26th May, Kobe 20th May, General.—Gibb, Livingston & Co.
 HAITAN, British steamer, 1,183, J. S. Roach, 25th May, Foochow 22nd May, Amoy 23rd, and Swatow 24th, Tea and General.—Douglas, Laiprak & Co.
 HANSA, German steamer, 1,250, L. Lorenzen, 22nd May, Hoihow 17th May, Sugar.—Sander, Wieler & Co.
 HONGKONG, British steamer, 742, J. Pannier, 16th May, Haiphong 13th May, General.—A. R. Marty.
 JACOB DIEBOLD, German steamer, 623, Jensen, 22nd May, Menara 15th May, Timber.—Master.
 KAIFONG, British steamer, 1,024, G. H. Penner, 25th May, Manila 22nd May, General.—Butterfield & Swire.
 KEONGWAT, German steamer, 1,114, L. Lees, 24th May, Bangkok 18th May, Rice and Wood.—Melchers & Co.
 KUTSANG, British steamer, 1,497, T. W. Selby, 25th May, Saigon 22nd May, Rice.—Jardine, Matheson & Co.
 LAERTES, British steamer, 1,346, Ross, 25th May, Penang 13th May, and Singapore 17th, General.—Butterfield & Swire.
 LIGHTNING, British steamer, 2,122, J. G. Spence, 25th May, Calcutta 18th May, Penang 19th, Singapore 19th, General.—David Sassoon & Co. Ltd.
 MATHILDE, German steamer, 670, S. Wiering, 26th May, Haiphong and Hoihow 25th May, General.—Yung Chong Lee & Co.
 MONGKUT, German steamer, 850, G. Göttsche, 22nd May, Bangkok 16th May, Rice and General.—Melchers & Co.
 NANKIN, British steamer, 3,050, C. J. Benton, 25th May, Bombay 9th May, and Singapore 19th, General.—P. & O. S. N. Co.
 PELBUS, British steamer, 4,800, W. Asquith, 18th May, Singapore 13th May, General.—Butterfield & Swire.
 PICCOLA, German steamer, 1,062, Hardy, 22nd May, Hoihow 17th May, Sugar.—E. A. Trading Co.
 PROGRESS, German steamer, 687, H. Meyer, 25th May, Saigon 23rd May, General.—Siemssen & Co.
 PROKRO, Norwegian steamer, 838, P. Thomsen, 26th May, Haiphong and Hoihow 25th May, General.—A. R. Marty.
 QUARTER, German steamer, 1,146, H. Johnson, 18th May, Swatow 17th May, Rice.—Tung Kee & Co.
 QUEENSLAND, British steamer, 2,475, R. A. Gray, 18th May, Shanghai 15th May, General.—Shewan, Tomes & Co.

ROBERT DICKINSON, British steamer, 1,331, S. McDonnell, 21st May, Oakes Island 19th May, Oil.—Arnhold, Karberg & Co.
 RUBI, British steamer, 1,611, R. W. Almond, 26th May, Manila 23rd May, General.—Shewan, Tomes & Co.
 SAVOIA, German steamer, 1,600, H. Rebbelmann, 22nd May, Mororan 13th May, Coal.—Siemssen & Co.
 SKARPSNO, Norwegian steamer, 1,136, E. Kristiansen, 25th May, Saigon 21st May, Rice.—Sander, Wieler & Co.
 SLEIPNER, Norwegian steamer, 860, D. Røddseth, 19th May, Rajang (Borneo) 13th May, Timber.—Seng Kee & Co.
 TACOMA, American steamer, 1,680, A. Dixon, 21st May, Tacoma via Ports 19th May, General.—Dodwell & Co. Ltd.
 TAICHOW, German steamer, 862, C. Schnur, 21st May, Bangkok via Koh-si-chang 10th May, Rice.—Butterfield & Swire.
 TAISSAN, British steamer, 1,544, R. D. Bradley, 26th May, Shanghai 21st May, and Swatow 25th, General.—Jardine, Matheson & Co.
 TELEMACHUS, British steamer, 1,260, J. Williamson, 21st May, Saigon 17th May, Rice, &c.—Nam Wo & Co.
 TETARTOS, German steamer, 1,578, W. Duse, 18th May, Saigon 14th May, Rice.—Siemssen & Co.
 TYR, Norwegian steamer, 2,751, Borg, 25th May, Moji 19th May, Coals.—Mitsui Bussan Kaisha.
 WUHU, British steamer, 1,250, W. Robb, 22nd May, Moji 17th May, Coal.—Butterfield & Swire.
 ZAFIRO, American transport, Whitlock, 23rd May, Cavite 20th May.

Sailing Vessels.

ALCIDES, British 4-masted bark, 2,294, L. C. Dart, 12th April, Kobe 27th May, General.—Arnhold, Karberg & Co.
 ANDROMEDA, British ship, 1,764, Fulton, 8th April, New York 25th Oct., Kerosine Oil.—Standard Oil Co.
 AUSTRIA, British ship, 2,587, Ewart, 14th May, New York 7th May, Case Oil.—Standard Oil Co.
 COMET, British sailing-vessel, 3,000, W. G. Davis, 28th April, Kobe 11th April, Ballast.—Standard Oil Co.
 FORFARSHIRE, British bark, 1,300, R. Purdy, 28th April, Geraldton (West Australia) 20th Feb., Sandalwood.—Jardine, Matheson & Co.
 LEICESTER CASTLE, British ship, 2,009, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil.—Standard Oil Co.
 LUCIA, British bark, Andersen, 26th May, Rajang 23rd April, Timber.—Sander, Wieler & Co.
 THISTLE, British bark, 1,200, Owen Williams, 12th April, Fremantle, West Australia 7th Feb., Sandalwood.—Siemssen & Co.

AGENDA.

Gospel Hall.
 6 Arsenal Street, Top Floor,
 Off Queen's Road, East.
 Meetings are held as follows:—
 SUNDAY, Acts 2:42 11 a.m.
 Gospel Address 6 p.m.
 TUESDAY, Soldiers & Sailors Bible Class. 6 p.m.
 THURSDAY, General Bible Class 6 p.m.
 SATURDAY, Prayer Meeting 6 p.m.
 A hearty welcome given to all.

TO-DAY.

WEATHER REPORT.
 On date at 10 a.m. On date at 4 p.m.
 Barometer..... 29.79 29.73
 Temperature..... 81 84
 Humidity..... 72 80
 Rainfall..... 1.48

SHIPPING AND MAIL NEWS.

MAILS DUE.
 Canadian (*Empress of China*) to-morrow.
 German (*Prins Regent Luitpold*) to-morrow.
 German (*Hamburg*) 29th inst.
 American (*Doric*) 29th inst.
 Indian (*Kumsung*) 30th inst.
 French (*Annam*) 2nd prox.
 Australian (*Chingtu*) and prox.
 American (*Peru*) 15th prox.

The R. & S. Co.'s steamer *Inveric* from New York left Singapore on the 26th inst., and is expected here on the 31st inst.

The P. M. S. S. Co.'s steamer *Doric* with mails, &c., left Shanghai for this port to-day at noon and is due here on Friday the 30th inst. at daylight.

The N. Y. K. Co.'s steamer *Hiroshima Maru* (Bombay Line) left Bombay for this port on the 24th inst., and is expected to arrive here on the 11th prox.

The N. Y. K. Co.'s steamer *Idzumi Maru* (Bombay Line) left Shimomoseki for this port on the 25th inst., and is expected to arrive here on the 29th inst.

The Canadian Pacific Railway Co.'s steamer *Athens*, arrived at Nagasaki at 8 a.m. on Tuesday the 27th inst., and left again at 5 p.m., same day for Kobe where she is due to arrive at 2 a.m. on Thursday the 29th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
 Skramstad at Kowloon Dock
 Nanchang " "
 Tacoma " "
 Kianglung " "
 Kaifong " "
 Isla de Cuba " "
 Hongkong " "
 Fatshan " Cosmopolitan

PASSED THE CANAL.
 Outward—25th April—*Hermione*, 2nd May
Trieste, *Radenhorst*, *Manchuria*, *Stentor*,
 6th May—*Hamburg*, *Shanghai*, *Teenkai*, *Repton*,
 10th May—*Erica*, *Glenhurst*, 9th May—*Sambor*,
 16th May—*Amoy*, 16th May—*Idonensis*,
 16th May—*Queen Christina*, *Colonna*,
 16th May—*Seneca*, 20th May—*Prins Heinrich*,
 23rd May—*Bingo Maru*, *Opak*,
 23rd May—*Sarpedon*, *Ambrisa*, *Indragayo*,
 23rd May—*Hakata Maru*, 6th May—*Kawachi*,
 20th May—*Ceylan*,
 23rd May—*Kongtse*,
 23rd May—*Ernest*,
 23rd May—*Simons*,
 23rd May—*Sithanta*,
 23rd May—*Almoro*,
 23rd May—*Mulla*,
 23rd May—*NH*.

EXCHANGE.
 Hongkong, 27th May.
 On London, Telegraphic Transfer, 1/8 1/8
 Bank Bills, on demand, 1/8 9/16
 Credits, 4 months' sight, 1/8 1/16
 On Berlin, (demand), 1/8 1/16
 On Paris, Bank Bills, on demand, 1/8 1/16
 Credits, 4 months' sight, 1/8 1/16
 On New York, Bank Bills, on demand, 1/8 1/16
 Credits, 30 days' sight, 1/8 1/16
 On Bombay, Telegraphic Transfer, 1/8 1/16
 On Shanghai, Telegraphic Transfer, 1/8 1/16
 Private 30 days' sight, nom.
 On Yokohama, T.T., 1/8 1/16
 Sovereigns, Bank's Buying Rate, 311.50
 Gold Leaf 100 touch, per tael, 59.80
 Bar Silver, 23 15/16
 Dollars, 23 15/16

VISITORS AT THE HONGKONG HOTEL.

Anderson, Capt. and Jack, J.
 Mrs. Johansen, Mr. E.
 Jones, C. C.
 Joseph, Mr. and Mrs.
 E. S.
 Katsch, E. A.
 Kennedy, Dr. H.
 Kennedy, S.
 Kien, F.
 Latur, J.
 Loe, F. A.
 Lyons, R.
 Marlow, W. M. T.
 Mason, W. M. T.
 Mathews, W. C.
 McCoy, J. P.
 McDermott, L.
 McLean, L.
 Meurer, A.
 Miller, W. P.
 Milton, Mr. and Mrs.
 Mitchell, F. J.
 Mitchell, Miss
 Moore, J. H.
 Moore, J.
 Murphy, Mr. and Mrs.
 N. E. O.
 Osborn, T. G.
 Osborn, Mrs. F. E.
 Parke, W. G.
 Pearce, Dr. W. W.
 Pitcher, A. J.
 Plant, Mr. and Mrs. J.
 II.
 Plant, Miss
 Prall, J. A.
 Reed, Mr. and Mrs. J.
 Riels, Mr.
 Ritchie, J. S.
 Roso, C.
 Simmers, Mr. and Mrs.
 R. B.
 Skott, C.
 Smith, D. W.
 Snevin, E. A.
 Stephens, Mr. & Mrs.
 M. J. D.
 Sturt, Mrs. J.
 Thomson, Dr. J. C.
 Thorne, F. W.
 Thornton, G.
 Togo, S.
 Waddington, Mrs. E.
 Walker, W. B.
 Warren, Mr. and Mrs.
 Watkins, C. A.
 Weller, O. E.
 Whitley, W. J. G.
 Whitton, Mrs. A. M.
 Whitton, A. M.
 Windraih, W.
 Woods, Miss
 Wood, W. J.
 Jack, W. Mr. & Mrs.

THE CONNAUGHT HOTEL.

Arima, Mr. Mitchell, G.
 Beck, J.
 Dufour, Mrs.
 Fisher, Mr.
 Grossman, A. Mrs.
 Guisele, A. M.
 Hauf, Mr.
 Homay, Miss
 Kuhlman, Capt.
 MacKenzie, Mrs. C.
 Marshall, H.
 Martin, Mr.
 Miller, A. L.
 Mitchell, D. K.
 Speier, M.
 Stanford, W. E. D.
 Theisen, F. W.
 Till, H.
 Watson, Major & Mrs.
 J. J. C.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James
 Benson, Capt. and Mrs. Hughes, Mr. and Mrs.
 Bewley, Major
 Blood, G.
 Branson, Ralph A.
 Brown, H. F. R.
 Brown, R. E., Col. L. F.
 Bryant, G. H.
 Chapman, Mrs.
 Churchill, Miss
 Clarke, W. G.
 Cockrane, T. P.
 Cockrell, Edgar
 Comrie, A. F.
 Coppin, A. G.
 Cottam, J. P.
 Dann, Mr. and Mrs. G.
 H. H.
 Denny, D.A.A.G., Major
 and Mrs.
 Drayson, Mr. & Mrs.
 Dunsford, Mrs. & child
 Edwards, Mrs.
 Ferrier, A.P.D., Lieut.
 Col. and Mrs.
 Faches, Andrew
 Fraser, Mr. and Mrs.
 H. W.
 Grant, G. C. Lindsay
 Grimble, Mrs. Geo.
 Hamilton, Major
 Hansen, Bertram E.
 Houten, J. von
 Hughes, Col.
 Jellies, H. N.
 Johnson, C.R.A., Lieut.
 Col. F. R.
 Libeaud, Mrs. E. V.
 Martin, R.
 McDermott, A. P.
 Macmillan, A. C.
 Miller, Mr. and Mrs.
 Mitchell, Robert
 Osborne, R.A., Major
 Otto, W.
 Pitt, R.N., Mr. John
 Rennie, A. H.
 Ross, Alexander
 Rumsey, R.N., Hon.
 Sander, Mrs.
 Sinclair, A.
 Spackhaver, W. C. C.
 Stodard, John
 Stoddard, A. G.
 Thomson, J. S.
 Volpicelli, Mr. & Mrs.
 Wheeler, W. H.
 Wheeler, Colonel
 Wilson, J. A.

CRAIGIEBURN.

Brown, Mr. and Mrs. Kennedy, Mrs.
 H. Matheson
 Whitley, R.A.M.C., Major
 George, Mr. and Mrs. C.
 M. J.
 Heamskirik, J. J. B.
 Helms, W. F.
 Wilgert, Mrs. M. J.
 Surplice, Mr. and Mrs. H. J.

VISITORS AT THE QUEEN'S HOTEL.

Alfred, Mrs. A. R.
 Russell, J. W.
 Fair, A.
 Ross, S. B. C.
 Hegen, M.
 Stansbury, Lieut. and
 Mrs. and child
 Keith, Mr. and Mrs.
 Steffen, P.
 and 2 children
 Tuttle, J. R.
 Marshall, Mr. & Mrs.
 Wheeler, Mr. and Mrs.
 Mitchell, J. H.
 Wilson, J.
 Riley, F.

VISITORS AT THE KOWLOON HOTEL.

Cairns, Mrs.
 Hobden, S.
 Cairns, Master
 Hutchison, Capt. and
 Mrs. J.
 Crockett, Miss
 Ranze, Capt. Theo.
 Fisher, Mr. and Mrs.
 Valentine, Mrs.
 Gilsen, Mr. and Mrs.
 Vale, Miss

OPIUM QUOTATIONS.

Hongkong, 27th May.
 To-day's quotations are as follows:—

PATNA—High Nos. 387 1/2
 " Low " 385
 BENARES 387 1/2
 MALWA—New 390
 " Old 390/392
 PERSIAN—Best 390
 " Low 390/392

CHINA COAST METEOROLOGICAL REGISTER.

May 26th, 1902, p.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	29.9	58	—	—	—	c
Tokio	"	29.87	—	—	—	—	c
Kochi	"	29.87	—	—	—	—	c
Nagasaki	"	29.87	—	—	—	—	c
Kagoshima	"	29.87	—	—	—	—	c
Taihou	"	29.74	—	—	—	—	c
Tainan	"	29.80	—	—	—	—	c
Koshun	"	29.81	—	—	—	—	c
Pescadores	"	29.80	—	—	—	—	c
Guttsell	3 p.m.	29.84	65	95	SW	6	om
Sharp Peak	"	29.67	79	91	SE	3	or
Amoy	4.30 p.m.	29.76	86	80	S	3	or
Swatow	3 p.m.	29.80	85	—	S	3	or
Canlon	"	29.82	85	—	E	2	od
Hongkong	4 p.m.	29.73	81	89	S	2	od
Victoria Peak	"	29.72	85	—	SSW	3	c
Gap Rock	"	29.72	85	—	SW	1	c
Macao	4 p.m.	29.80	90	72	SW	3	c
Haiphong	4 p.m.	29.80	90	72	SW	3	c
Manila	4 p.m.	29.80	90	72	SW	3	c
Bacolod	3 p.m.	29.85	88	—	W	1	c
Hilo	"	29.85	88	—	W	1	c
Cebu	"	29.85	88	—	W	1	c
C. St. James	"	29.85	88	—	W	1	c

May 27th, 1902, a.m.

Wladivostok	7 a.m.	30.03	44	99	S	1	f
Tokio	6 a.m.	29.98	—	—	NW	2	—
Kochi	"	29.91	—	—	NE	4	—
Nagasaki	"	29.87	—	—	N	2	—
Kagoshima	"	29.83	—	—	N	6	—
Taihou	5 a.m.	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Guttsell	9 a.m.	29.90	68	95	ESE	3	om
Sharp Peak	"	29.81	75	80	NNE	2	o
Amoy	6.30 a.m.	29.75	82	91	SSE	1	c
Swatow	9 a.m.	—	—	—	—	—	—
Canlon	10 a.m.	29.79	81	92	—	—	—
Hongkong	10 a.m.	29.79	81	92	—	—	—
Victoria Peak	"	29.79	81	92	—	—	—
Gap Rock	"	29.79	81	92	—	—	—
Macao	10 a.m.	29.83	81	—	SW	4	cd
Haiphong	7 a.m.	29.88	88	78	W	1	c
Manila	10 a.m.	29.88	88	78	W	1	c
Bacolod	9 a.m.	29.85	87	—	W	1	c
Hilo	"	29.85	87	—	W	1	c
Cebu	"	29.85	87	—	W	1	c
C. St. James	7 a.m.	29.85	87	—	W	1	c

On the 27th at 12.30 p.m. The barometer has risen over E. Japan and N. China, fallen in S.W. Japan. The shallow depression is moving Eastwards to the N.E. of Loochoos. Pressure is highest over E. Japan. Gradients slight for N.E. winds in the North, and for S. winds in the South of China. Forecast:—moderate S. winds; squally, showery.

F. G. FIGG,
 Acting Director.

Hongkong Observatory, May 27th, 1902.

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Amoy, &c.	Maiduru Maru.....	May 2
Bombay, &c.	Idzumi Maru.....	May 3
Bremen, &c.	Preussen.....	June 1
"	Princess Irene.....	Sept. 1
"	P. R. Luitpold.....	May 2
"	Hamburg.....	June 2
"	Prinz Heinrich.....	July 1
"	Sachsen.....	July 2
"	Kiautschou.....	Aug.
"	Bayera.....	Aug. 2
"	Konig Albert.....	Sept.
Foochow, &c.	Anping Maru.....	June
Havre & Hamburg	Serbia.....	June
"	Suevia.....	June 1
"	Strassburg.....	July
"	Sambia.....	July 1
"	Silesia.....	July 3
Hioio & Cebu	Kailong.....	May 3
Japan	Kumano Maru.....	May 3
Kobe	Sassa.....	May 3
"	Chingtu.....	May 3
Liverpool	Deaulion.....	June 1
London	Agamemnon.....	June 1
"	Stentor.....	June 2
"	Alcinous.....	July
"	Benlmond.....	June
"	Sumatra.....	June
Manila	Rosetta Maru.....	May 2
"	Rubi.....	May 2
"	Yuensang.....	May 2
Marseilles, &c.	Hitachi Maru.....	May 3
"	Socotra.....	May 3
"	Laos.....	June
New York	Macduff.....	May 3
"	Satsumu.....	June 2
"	Shimosa.....	June 2
"	Weymouthshire.....	June 2
"	Wuhu.....	May 2
Ningpo, &c.	Changsha.....	June
Port Darwin, &c.	Indrasamha.....	June
Portland, (Or.)	June
San Francisco, &c.	America Maru.....	July 1
"	Nippon Maru.....	June
"	Peru.....	June 2
"	Doric.....	June
"	Coptic.....	July
"	China.....	May 2
Shanghai	Nankin.....	May 2
"	Parramatta.....	June
"	Chihli.....	May 2
"	Annam.....	June
Singapore, &c.	Tientsin.....	May 2
"	Tirol.....	June
"	Lightning.....	May 2
Swatow, &c.	Daigai Maru.....	June
"	Daigi Maru.....	June
"	Haitan.....	May 2
Sydney, &c.	Kasuga Maru.....	May 2
"	Guthrie.....	May 2
Tientsin	Yunnan.....	May 2
Vancouver, &c.	Empress of Japan.....	July 1
"	Empress of China.....	June 2
"	Empress of India.....	June 2
"	Tartar.....	June 2
"	Athenian.....	June 2
Victoria, B.C.	Glenloga.....	July 1
"	Tacoma.....	May 2
"	Olympia.....	June 2
"	Riojun Maru.....	June 2
Yokohama, &c.	Shanghai.....	May 2

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LIGHT FANCY DRESSING JACKETS.

NEW BABY CARRIAGES AND MAIL CARTS.

PÉRAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 4 months.
All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.
We intend making this department a specialty and ladies will do well to give us a trial.
Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most
Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.
Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.
Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is
necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

April 30th.

R. G. HECKFORD,
MANAGER.